REMARKS

After entry of the above amendments, claims 1, 3-4, 6-11, 13-14, 16-25 will be pending in the present application. Claims 1, 3-4, 6-7, 11, 13-14, 16-19, and 21 have been amended to remove unnecessary language, to rephrase claim language, to explicitly recite what was implicit, and/or to correct informalities, typographical, and/or grammatical errors. Amendments to the claims are not intended to limit the scope of the invention or overcome any cite art. New claims 22-25 have been added, which correspond to cancelled original claims 2, 5, 12, and 15. No new matter has been added.

Claims 1, 3-4, 6-11, 13-14, 16-21 have been rejected under 35 U.S.C. § 102(b) as being anticipated by Le, U.S. Patent No. 5,652,697 (hereinafter "Le").

Claims 1 and 11 recite "slidably inserting the electronics console into the chassis in a first direction, such that connectors on the electronics console align with connectors on the component board. . . and moving the electronics console towards the component board in a second direction, such that the electronics console connectors engage the component board connectors, . . . wherein the second direction is orthogonal to the first direction" (emphasis added).

Claim 21, similarly recites "slidably inserting the electronics console into the chassis in a first direction . . . and . . . [moving] . . . the electronics console . . . in a second direction to engage connectors on the electronics console with connectors on the midplane, wherein the second direction is orthogonal to the first direction" (emphasis added).

The Office action states:

> Le discloses . . . a dual motion docking apparatus for docking an electronics console to a component board (40, figure 1) in a chasis, comprising:
>
> a first docking mechanism (figures 6-8) for slidably inserting the electronics console (figures 7-8) into a chassis (figure 1), such that connectors on the electronics console align with connectors on the component board, wherein the first docking mechanism comprises a docking base coupled to the component board having a longitudinal female portion (44, figure 6), and a longitudinal male portion (figures 7-8) located on an underside of the electronics console, wherein when the electronics console is inserted into an opening in a chassis, the male portion engages the female portion of the docking base to guide the electronics console along the docking base as the electronics console is slid into the chassis; and
>
> a second docking mechanism (56, figures 7-8) for laterally moving the electronics console towards the component board , such that the electronics console connectors engage the component board connectors, thereby enabling the blind docking between the electronics console and the component board, wherein the second docking mechanism comprises, a handle (56) extending from a front of the electronics console (figures 7-8), and a cam mechanism (58) having a portion that is held immobile by the docking base, wherein after the electronics console is slid into the chassis. the handle is pushed rearward by hand to actuate the cam mechanism, which then pulls the electronics console towards the component board.
>
> A functional structure of relationship of an electronics console and a connector board in a chassis has not been defined in the claim. Therefore, an installation of the electronics console into the chassis to mate with a component board therein by an angle orthogonal direction is not considered.

(November 16, 2005 Office action, pgs. 2-3).

Le is directed to "backplanes for electronic systems, and . . . an apparatus and method for grounding the backplane to the chassis of the electronic system when the backplane is inserted into the chassis." (Col. 1., ll. 7-11). Le states:

> The tray assembly 46 further includes a pivoting bezel 54 having a handle 56 thereon. As is well known in the art, the pivoting bezel 54 includes a pair of lever latches 58 sized to extend within any two of a plurality of slots 60 formed in the front portion of the upper and lower panels 28, 30, and in the middle shelves 32a, 32b. As the disk drive assembly 23 is inserted into the drive cage 22 along the guides 44, the final travel of the disk drive assembly 23 is accomplished by pivoting the bezel 54 to cause the lever latch 58 to "pull" the disk drive assembly 23 further into the drive cage 22 so that the mating connectors 42 on the

> backplane 40 and on the disk drive assembly 23 engage. Likewise, to remove a disk drive assembly 23, the bezel 54 is pivoted using the handle 56 so that the lever latch 58 "pushes" the disk drive assembly 23 outward for a short distance. This prevents careless assembly or maintenance workers from damaging the disk drives assemblies 23 or the connectors 42 by pushing the disk drive assembly 23 in too fast, or by removing the disk drive assembly 23 too rapidly before the disk has stopped spinning. Pulling the disk drive out too fast while the disk is spinning could result in damage to the read/write heads or to the magnetic media.

(Col. 4, ln. 52 to col. 5, ln. 6). Thus, in Le, engagement of a disk drive to backplane 40 only requires movement in one direction. In fact, as clearly shown in Figure 1 of Le, guides 44 prevent disk drives from moving in any direction other than towards or away from backplane 40 since other disk drives can be connected immediately adjacent thereto.

In contrast, in the present invention, in order to dock an electronics console to a component board, the electronics console has to be inserted "into the chassis in a first direction" and then moved "towards the component board in a second direction," where "the second direction is orthogonal to the first direction." Not only does Le fail to disclose moving a disk drive in two directions that are orthogonal to one another in order to engage the disk drive to the backplane, the structure in Le specifically prevents the disk drive from moving in a direction orthogonal to the direction towards and away from backplane 40.

Therefore, Le fails to teach or suggest "slidably inserting the electronics console into the chassis in a first direction, such that connectors on the electronics console align with connectors on the component board. . . and moving the electronics console towards the component board in a second direction, such that the electronics console connectors engage the component board connectors, . . . wherein the second direction is orthogonal to the first direction," as recited in claims 1 and 11, and "slidably inserting the electronics console into the chassis in a first direction . . . and . . . [moving] . . . the electronics console . . . in a second direction to engage connectors

on the electronics console with connectors on the midplane, wherein the second direction is orthogonal to the first direction," as recited in claim 21 (emphasis added).

Accordingly, based at least on the reasons above, applicants respectfully submit that claims 1, 11, and 21 are not anticipated by Le. Given that claims 3-4, 6-10, 13-14, 16-20, and 22-25 depend from claims 1 and 11, it is respectfully submitted that those claims are not anticipated by Le for at least the same reasons.

CONCLUSION

On the basis of the above remarks, reconsideration and allowance of the claims is believed to be warranted and such action is respectfully requested. If the Examiner has any questions or comments, the Examiner is respectfully requested to contact the undersigned at the number listed below.

Respectfully submitted,
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Dated: January 17, 2006

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